

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-05-11 MTB)

9 **APPROVING AN ACCESS POINT ON RIO BRAVO BOULEVARD**
10 **EAST OF BROADWAY BLVD.**
11

12 WHEREAS, the Future Albuquerque Area Bikeways and Streets (FAABS)
13 document contains the streets and bikeways facility planning maps for the Albuquerque
14 Metropolitan Area (AMPA); and

15 WHEREAS, the FAABS document governs the access control policies for major
16 streets in the AMPA; and

17 WHEREAS, to accommodate a proposed development at the northeast corner of
18 Rio Bravo Blvd. and Broadway Blvd., changes to the access control policy on Rio Bravo
19 Blvd. are necessary; and

20 WHEREAS, Resolution UTPPB R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, and
21 R-01-24 designated Rio Bravo Boulevard from Paseo del Volcan to Interstate 25 as a
22 high-capacity, high-speed limited access principal arterial with access limited to
23 approximately one-quarter mile at-grade intersections; and

24 WHEREAS, this access point will satisfy the need for access along the north side
25 of Rio Bravo Blvd. between Broadway Blvd. and Interstate 25; and

26 WHEREAS, the proposed access would provide benefits to the properties along
27 the north side of NM 500 (Rio Bravo Boulevard) east of Broadway Blvd. for access; and

28 WHEREAS, efforts will be made to ensure the proposed access will comply with
29 all local transportation policies and plans; and

30 WHEREAS, the exact location of the access point will be determined by the New
31 Mexico Department of Transportation, District Three Office; and

32 WHEREAS, it is the responsibility of the Metropolitan Transportation Board to
33 affect any changes to the Long Range Roadway Plan for the Albuquerque Urban Area.

34 NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation
35 Board of the Mid-Region Council of Governments of New Mexico that the Long Range
36 Roadway Plan for the Albuquerque Urban Area is amended, as shown on Attachment
37 "A", changing the access policy for Rio Bravo Boulevard to permit a temporary right-
38 turn-in, right-turn-out only unsignalized intersection approximately 400 feet east of
39 Broadway Blvd. The developer will construct the temporary right-turn-in, right-turn-out
40 access intersection as depicted in Attachment "A" until such time as the railroad
41 crossing is widened by the county or the state to accommodate a new westbound
42 through lane on NM 500 (Rio Bravo Boulevard) and right turn deceleration lanes into the
43 site, and then the developer will be required, at his / her own expense, to remove the
44 driveway shown on Attachment "A" and construct the new right-turn-in, right-turn-out
45 access as per Attachment "B". As part of the development approval process, the
46 Developer will be required to construct a third westbound through lane on NM 500 (Rio

Bravo Boulevard) along the property frontage. Any intersection modification that maybe required at the intersection of NM 500 (Rio Bravo) and Broadway will be the responsibility of the developer. All final design plans showing the temporary and final access will be approved by the New Mexico Department of Transportation District Three Office.

PASSED, APPROVED, AND ADOPTED this 25th day of August 2005 by the Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council of Governments of New Mexico.


E. Tim Cummins, Chair
Metropolitan Transportation Board

ATTEST:


Lawrence Rael
Executive Director



Decel Lane
(Approx. 480 feet
plus transition)

DRIVEWAY
(Right-in,
Right-out)

LONG TERM DRIVEWAY PLAN
(TO BE IMPLEMENTED UPON THE CONDITION THAT THE COUNTY OR STATE WIDEN THE
RAILROAD CROSSING ON THE EAST SIDE OF THE PROPERTY SUFFICIENT TO ACCOMMODATE
THE WESTBOUND RIGHT TURN DECELERATION LANE INTO THE SITE.)

ATTACHMENT "B"

